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10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
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3.30 p.m. to 4.00 p.m.	Every 10 minutes.
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4.30 p.m. to 5.00 p.m.	Every 10 minutes.
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6.00 p.m. to 6.30 p.m.	Every 15 minutes.
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8.30 a.m. to 9.00 a.m.	Every 10 minutes.
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2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
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THE EVACUATION OF SHANGHAI.

Shanghai, 22nd December.
DEPARTURE OF GERMAN TROOPS—FATAL ACCIDENT.

The departure of 150 men of the German garrison from Shanghai on Saturday morning was marred by a fatal accident. As the company, headed by officers and the band of the regiment, were passing the offices of the Equitable Life Insurance Society, on the Bund, the horse of a mounted infantryman collided in some way with a carriage, shield, and threw its rider, a young man 24 years of age, named H. G. Dann. Both legs of the unfortunate soldier were broken, several arteries were severed, and, to make the nature of the fatality more horrible, a sharp knife in one of his trouser pockets was driven, by the force of the impact, right into the groin. Prompt assistance was immediately rendered by Dr. Wendel, the regimental doctor, who was present, and a number of gentlemen who witnessed the accident. Dann was taken inside the offices of the Imperial Bank, and from there he was conveyed to the General Hospital. Here, despite every effort to save his life, the poor fellow died during the afternoon.

In connection with the departure of the troops another regrettable incident made itself apparent, and that was the absence of British officers at the jetty. The officers of the French garrison were present, and it is a pity that a misunderstanding should have interfered with the presence of the British officers to bid a hearty adieu to their German confederates. Owing to this omission, the German garrison may not be officially represented at the departure of the British troops to-day.

Later in the day on Saturday a company of the German garrison embarked on board a steamer for Tsingtau. They marched from the camp to the jetty accompanied by the regimental brass and drum and fife bands.

The 10th Jata will start from the Jessfield camp at eight o'clock this morning. At the Leong-ai bridge they will be met by the Town Band, which will play them down the Malacca, along the Bund, and over the Garden Bridge to the Shanghai and Hongkong Wharf, where they will embark on the transport *Clive*. From two till three o'clock this afternoon a reception will be held on board by Major Maxwell and the officers of the regiment. The transport will leave soon after three o'clock.

Shanghai, 23rd December.

DEPARTURE OF GERMAN TROOPS.

Yesterday the British garrison, consisting of a battalion of the 10th Jata, left Shanghai for India. The camp at Jessfield was left at eight o'clock, the column being preceded by four mounted Sikh police, and headed by Major Maxwell, the officers, and the regimental band. When passing the German camp in Bubbling Well Road, the troops were joined by Count von Schlippenbach, the Commander of the German garrison, and several German officers, who accompanied their comrades in arms. At the Leong-ai Bridge the Town Band met the troops, and played them down the Malacca, and along the Bund into Hongkong, where they marched straight on board the transport *Clive*, moored at the Shanghai and Hongkong Wharf. The men, who were attired in khaki service uniform, looked fit and well, and their progress through the Settlement created much interest among the foreign and Chinese spectators.

In the afternoon a reception was held on board the *Clive* by the officers for their friends, and it was largely attended. Mr. H. W. Mansfield (British Consul), Mr. S. S. A. Bourne (Acting Chief Justice), Lt. Col. D. (Military Attaché), Lt. Col. Macdonald (S.V.C.), Mademoiselle M. L. Rattier (French Consul), and the whole of the officers of the French garrison, being conspicuous on deck. The Town Band, stationed near the ship, played appropriate tunes from two till three o'clock, and then all visitors disembarked. "And Long Live the King" were given by the regimental band, and the big ship slowly moved away from the wharf. As she started on her homeward journey, hearty cheers were given and responded to, and the crew of the *Clive*, formed up on the deck of the warship, gave their comrades of the sister service a rousing farewell.

Throughout their stay in Shanghai, the officers have made numerous friends, who were all sorry to bid them good-bye, and the men have done much to enhance, by their behaviour, the fine record for excellent conduct held by the men of the Indian Army, who have been in China since 1900.—N.C. Daily News.

ENTERTAINMENTS.

POLICE SMOKING CONCERT.

By permission of Mr. F. J. Badesley, Captain Superintendent, the Hongkong Police held a smoking concert on Saturday evening in the Mess Room at the Central Station. The entertainment was highly successful, and the various items on the programme were very well sustained. Sergeant H. Garrod presided with his accustomed acceptance. The company numbered in all about 150. Among those present were Mr. P. P. J. Wodhouse, A.D.S.P., Chief Inspector A. Mackie, Inspectors H. G. Baker, W. L. Ford, J. Gauld, D. D. Cuthbert, and J. H. Tiddley. The entertainers were the Brothers Francis, who gave exhibitions of their skill as variety instrumentalists besides playing the pianoforte accompaniments; Messrs. W. Dockree, Dobson, Robins, Harris, F. Varney, Armistead, P. Martin, McCarthy, J. Cooper, vocalists; C. Burnett, vocalist and elocutionist; W. Rogers, comic singer; Gns. Gregory, comedian and comic soloist; and, last but not least, Captain Calder, who gave a humorous description in verse of a voyage up from Australia. Mr. Goodwill also assisted at the piano. Refreshments were served during the evening and a most enjoyable time was spent, though the proceedings near the finish were suddenly cut short by the ring of the fire-bell. The committee in charge of the arrangements carried out their work admirably. Mr. H. Garrod was president, and the other members were Messrs. M. Davitt (vice-president), J. C. Wildin, R. H. Evans, J. Gibson, W. Wright and J. Dovey.

CONCERT AT KOWLOON DOCKS.

On Saturday evening, at Kowloon Docks, an enjoyable variety entertainment was given by the members of the Dock Amateur Dramatic Society. The programme comprised instrumental and vocal numbers, and a couple of sketches, both of which went very well. Mrs. Cogger won applause by her cleverly executed contributions on the piano and violin.

CRICKET.

H.K.C.C. v. UNITED SERVICES.

The result of this match, which was played on Friday and Saturday last, was a great disappointment to the Club supporters, many of whom thought the Club team to be a strong one, and one likely to make a good fight against their powerful opponents. At no time, however, did the Club look like making anything of a game of it, and their backers can scarcely be said to have had even a "run for their money." The only satisfactory thing about the match, from the Club's point of view, was the fact that the bowling was distinctly better than usual. J. T. Dixon especially bowled very well, and Cooper and Pearce would appear to be quite above the average; in fact, if the bowling had only been backed up by better fielding—especially in the matter of holding catches—and batting of even average quality the match might well have resulted quite differently; as it was, however, the batting broke down completely and not one of the team can be said to have shown any form worth mentioning. For an apparently fairly strong batting side to be dismissed twice, on a goodish wicket, by bowling such as was brought against them, for a total of 194, does not say much for the capabilities of the Club batsmen at the present time, and it would appear that more regular practice at the nets would be beneficial. Owing to the late arrival of the Naval contingent, a start could not be made on Friday until 11.50. Garde beat Ward in the toss but, contrary to expectation, he decided to send his opponents in first. It is doubtful whether anything was gained by this decision, but certainly, as the game went, nothing was lost by it. The Club began batting with Turner and E. W. Maitland, and Mackinlay and Fawcett started the bowling. With only 4 runs scored, Maitland was out and W. Dixon came in. He survived the first ball he received, but was smartly caught at the wicket off the second. Arthur followed and infused a little life into the game and hope into the hearts of his side by making two or three good hits. In the meantime, however, Turner had been bowled by 5, and J. T. Dixon took his place. When he had made 12, Arthur was clean bowled by Mackinlay and L. Maitland came in. It was at this stage of the game that the hopes of the Club supporters were raised, as Maitland and his partner for a time defied the attacks of their opponents. Maitland had a fair share of luck and Dixon was given "not out" from a doubtful looking catch after he had apparently given himself up for lost. With the score at 49, however, he was caught at the wicket for a well-played 20. Ward followed him and played with more than usual care; he soon lost his partner, who was bowled by Fitch, who had gone on in place of Fawcett. Pearce came in, but after making 8 was bowled by Mackinlay. Ward in the meantime played careful cricket and looked like staying in till the fifth hour. He, however, hit out at the last ball bowled before tea, and was well caught in the long field by Smith for a patient 15. After tea, Lambie played well, but the whole side was out for the poor total of 102. The fielding of the Service men was good and Mackinlay bowled uncommonly well throughout the innings, taking 7 wickets for 45 runs. The United Services began batting with Fawcett and Garde, and Cooper and Powell bowled; when he had made 7 out of 11, Fawcett was bowled by Powell, and Pringle came in. He and Garde played good cricket and took the score to 75 before the latter was bowled for 41. He gave two chances to cover point; otherwise his innings was a capital one in every way. With Moore in, another stand was made and, though frequent changes were made in the bowling, the score was taken to 99 before Pringle succumbed to a fast one from Cooper. Pringle had played excellent cricket for his 35, and, so far as could be seen, gave no chance. Moore also played well, though he gave a palpable chance to the wicket-keeper. He was joined by Clark, who hit up 22 in a very short time; he, however, was badly missed by Powell in the long field, as also was Moore, and had it not been for these mistakes the total of the Service team would have been much smaller. Moore's 40 was nevertheless a capital innings and was invaluable to his side. None of the others did much and the innings eventually terminated at 4.45 for 167. The ground fielding of the Club men was better than usual, but the inability of some of them to hold catches was simply lamentable. J. T. Dixon bowled uncommonly well, taking 6 wickets for 35, and it was a pity that he was not put on sooner. Pearce bowled well and took 2 wickets for 14. Cooper is a decided acquisition as a bowler, and with a wicket to suit him should be much more effective. With the downfall of the last Service wicket, stamps were drawn for the day.

Play began at 11.35 on Saturday, the delay being this time caused by the late arrival of several members of the Club team. Ward and Turner opened the batting and Mackinlay and Fawcett started the bowling. Ward cut the first ball sent down for 4 and made and upped hit for 2; in Mackinlay's second over, however, he was caught at the wicket from a ball that popped up off the back of his head. This was but the first of the many disasters that were to follow. This batting had been bad in the first innings, but it was worse in the second and only F. Maitland, Pearce and W. Dixon succeeded in making double figures. These three, indeed, were the only men to make any show at all; the least said about the rest, the better. E. W. Maitland distinguished himself by "lagging a brace" and others barely succeeded in following his example. The whole side was out for a miserable 82, which, with the 102 of the first innings, gave their opponents only 58 runs to get. The fielding of the Service men was again good and Fitch bowled with great success, taking 5 wickets for 2 runs.

Rimington and Pringle were sent in to make the necessary 28 runs, and J. T. Dixon and Pearce bowled. When he had made 11 out of 22, Rimington was stumped. The batsman did not appear to understand the decision, but there is no doubt that it was a correct one as he raised his right foot just as the ball fell from the wicket-keeper's hands on to the wicket. Moore joined Pringle, and between them they had no difficulty in knocking off the necessary 6 runs. The match thus ended in a hollow victory for the United Services by 9 wickets. The following are the full scores and analyses—

H.K.C.C.		Second Innings.	
First Innings.			
W. C. D. Turner, b. Fawcett	5	b. Fawcett	3
R. W. Maitland, c. Clark	12	b. Garde, b. Fitch	0
E. W. Maitland, c. Garde	12	b. Fitch	16
J. T. Dixon, c. Garde, b. Mackinlay	20	b. Fitch	3
Mackinlay	24	b. Fitch	1
F. Maitland, b. Fitch	24	b. Fitch	13
A. G. Ward (Capt.)	15	c. Garde, b. Mackinlay	6
Smith, b. Mackinlay	8	c. Toulmin, b. Fitch	21
T. E. Pearce, c. Smith, b. Fitch	4	b. Fitch	9
P. T. Lambie, not out	10	c. Smith, b. Clark	7
C. R. S. Cooper, c. Moore	2	c. and b. Clark	3
b. Mackinlay	2	c. and b. Clark	3
Extras	2	Extras	3
Total	102	Total	92

UNITED SERVICES.		Second Innings.	
First Innings.			
Cooper, Fawcett, R.A., b.	7		
E. B. Garde, R.N., b. J.	41		
T. Dixon	35	not out	12
C. H. MacPringle, R.N.	35	not out	4
G. Moore, R.N., b. J. T.	40	not out	4
Dixon	11		
Lt. Smith, R.A., c. and b.	0		
J. T. Dixon	0		
Major Clark, R.A.M.C., c.	22		
A. W. Mackinlay	22		
c. J. T. Dixon, b. Fitch	1		
Lt. Rimington, S.F., not	0		
out	0	at Arthur, b. Pearce	11
Lt. Maitland	1		
b. J. T. Dixon	1		
E. W. Fitch, R.N., c.	9		
Ward, b. J. T. Dixon	0		
Extras	4		
Total	167	Total (for one wicket)	51

HOWLING ANALYSIS.		Second Innings.	
First Innings.			
Mackinlay	17	3	45
Fawcett	5	1	11
P. T. Lambie	4	21	1
Toulmin	0	4	7
Clark	0	1	17
Extras	2	5	13
Total	26	42	83

As the match was finished so early—about 2.45—of the last hour of the day, it was decided to play a scratch game. Ward and Fawcett therefore picked sides, and it was arranged that the time left for play should be equally divided and the side that made most runs in their time should win. This proved to be quite a successful arrangement, and an exciting game was the result. Rain delayed the start until 3.30, which left an hour and a half for play—three quarters of an hour's batting for each side. Fawcett's side batted first and ran up a total of 55 in the 45 minutes, but the whole side were out in the time. W. Dixon bowled with great effect and taking 5 wickets for 35. Ward's side succeeded in making 97 for only 6 wickets in their 45 minutes; so they won the game quite comfortably. Only ten men played on either side in this match.

By kind permission of the Admiral and Officers, the massed bands of the fleet played an excellent selection on Friday afternoon and, by the kindness of Colonel Wylie and Officers, the band of the late Sherwood Foresters, under Bandmaster Bradley, did likewise on Saturday. The following are the scores and analyses of the scratch match.

FAWCETT'S TEAM.		WARD'S TEAM.	
W. C. D. Turner, b. W. Dixon	15	G. Moore, R.N., b. Powell	8
H. Arthur, b. Toulmin	10	Lt. Bird, R.M.L.I., b. Fitch	6
J. T. Dixon, b. W. Dixon	7	Lt. Toulmin, R.M.L.I., c. Arthur, b. J. T.	23
W. Dixon	3	Wm. Dixon, b. J. T. Dixon	6
Capt. Fawcett, R.A., b. W. Dixon	0	Major Clark, R.A.M.C., b. Fawcett	15
C. H. MacPringle, R.N., b. W. Dixon	4	Lt. Maitland, R.N., b. Fawcett	2
E. W. Fitch, R.N., c. Moore, b. Rimington	25	Lt. Raymond, R.N., not out	18
P. T. Lambie, b. W. Dixon	12	Lt. Rimington, S.F., not out	8
A. P. Smith, b. W. Dixon	2	G. P. Lamont, did not bat.	0
G. A. Woodcock, not out	2	A. G. Ward, did not bat.	0
Extras	2	Extras	12
Total	83	Total	97

BOWLING ANALYSIS.		WARD'S TEAM.	
First Innings.			
W. Dixon	7.4	36	5
Toulmin	4	31	2
Rimington	4	19	2
Extras	2	19	2
Total	15.8	96	9

A match against the Navy has been arranged for New Year's Day, and it is hoped that a naval band will play during the afternoon. An effort will be made to start the match at 10.30, and all players are asked to be punctual.

CHAIRGROWER C.C. v. KOWLOON DEPOT C.C.
The match between the above Clubs took place at the Happy Valley on Saturday, and was won by the former by 16 runs. Appended are the scores and analyses—

CHAIRGROWER C.C.		KOWLOON DEPOT C.C.	
M. H. "Archer," b. Bridgford	3	Combe, run out	24
L. E. Kinnaird, b. Bridgford	12	Purcell, c. Brown	18
L. E. Lammer, run out	12	Lightfoot, b. Brown	11
L. Pestonji, b. Toy	0	Toy, c. Brown, b. Pestonji	11
A. G. Brown, b. Toy	41	Bridgford, run out	20
M. E. Asger, b. Smith	3	White, b. Brown	1
E. Bass, c. and b. Smith	8	Leaves, c. Rose, b. Hartman	1
L. A. Rose, b. Toy	7	Widgway, b. Hartman	4
J. L. Stuart, b. Smith	9	Jenkins, c. Stuart, b. Brown	3
C. F. Jordan, b. Bridgford	4	Smith, b. Hartman	3
A. E. Asger, not out	4	Williams, not out	0
Extras	8	Extras	12
Total	103	Total	92

BOWLING ANALYSIS.		KOWLOON DEPOT C.C.	
First Innings.			
Bridgford	6	40	2
Toy	10	1	39
Reeves	2	1	3
Smith	5	1	21
Extras	2	41	4
Total	26	131	47

FOOTBALL.

H.K.F.C. v. H.M.S. "GLORY"—SHIELD MATCH.

The opening match of the Shield series was played on Saturday afternoon by the above teams on the H.K.F.C.'s ground. Rain fell heavily about 3.30, but at the time of starting there was not much more than a drizzle. The Club had the side that played H. S. Ocean the previous Saturday, the only change being that Clark went outside and Cooke inside left. The stand was comfortably filled with spectators, and a fair crowd lined the ropes—principally Service people. The teams lined up as follows—

H.K.F.C.—C. C. Hickling, goal; T. E. Pearce and J. W. C. Bunnar, backs; G. B. Macdonald, C. T. Kew, and R. Kerr, halves; W. R. Lemarchand, F. J. Lissand, C. R. S. Cooper, G. A. Cooke, and W. W. Clarke, forwards.

H.M.S. "GLORY"—Morgan, goal; Urquhart and Sherbrook, backs; Wado, Crossman, and Watson, halves; Lase, Booth, Milford, Moore, and Cottell, forwards.

Referee—Mr. Triggs.

The "GLORY," having lost the toss, kicked off towards the pavilion end. The Club were the first to press and secured a corner, which Morgan cleared. A dangerous raid by Booth, Milford and Moore was cleared by Bunnar. The slippery state of the ground was against close passing, and the kick-and-rush style was followed. For pushing by the Navy men, the Club were awarded a foul, which was kicked out. The civilised very hard lines in their next attempt, only managing a corner, which Clark made a mess of. The Club were having more than their share of the game at this period, and kept the Navy defending. A foul went up against Bunnar was kicked past by Urquhart. A bit of tricky play by the "GLORY" left wing caused some fun, but did not do the side any good. Bunnar, when hard pressed, kicked into the corner; the kick was cleared, and the Club rushing up, Cooper sent hard into Morgan's hands. From this narrow shave, the "GLORY" attacked, and Bunnar mis-kicking, Milford gained possession close in and scored. Hickling got his hands on the ball but could not hold it owing to its greasy state. The Club, however, were not long a goal down. They were awarded a foul, and Urquhart in trying to clear kicked the ball through his own goal. The Club had a splendid opportunity of gaining the lead a moment after, as from a foul charge they were awarded a penalty. Lemarchand took the kick but shot weakly past. The centre-half of the "GLORY," Crossman, again and again drew up the Club, and his placing was well judged. Pearce was laid out through a collision with an opponent, but was able to resume. A foul against Kew was not of much advantage to the "GLORY." At this period Morgan was the saviour of his side; three times in succession he cleared brilliantly. Milford in his eagerness handled, but the kick was not of material advantage. Lang and Booth carried the ball right down the wing; Lancetrot and Milford sent into the corner of the net. The Club thereafter pressed and gained a corner, which was cleared. The "GLORY" right wing then tried to repeat their previous performance. The centre kick went right across the goalmouth, Cottell rushed to meet it and kicked the ball against Hickling, from whom it rebounded to Moore, who kicked past. A brilliant run along the line, centred by Lemarchand and proceeded straight into the Club forwards not following up. A perfect bombardment of the home team's goal followed, the "GLORY" having the worst of hard lines in not increasing their lead. They were playing the game best suited to the state of the ground, the forwards shooting for goal at every chance. Clark again kicked by from a corner, and immediately thereafter half-time was called, the scores standing—

"GLORY," 2 goals; H.K.F.C., 1.

After a short interval, without the players leaving the field, the Club kicked off, but were immediately put on the defensive. Breaking away, the Club forwards were soon in the Navy territory. Cooper shot into goal, but put the ball into the goalkeeper's hands, who threw well out. A second attempt shortly afterwards was sent past. The third occasion produced a corner, which Lemarchand kicked by, Crossman was feeding his forwards splendidly, and occasionally having a try at goal "on his own." Libard dribbled up the wing and shot hard into centre; without waiting to steady himself Cooper caught the ball in the air and sent it into the corner of the net, thus equalling the score. From the centre kick the "GLORY" were within an ace of regaining the lead, and twice in succession had likely tries for the point, but they were unsuccessful. At this period the game was very uninteresting, and both sides seemed to be resting on their oars. The "GLORY," however, were not long in responding to the appeals of their supporters to "wake up." From a pass by Moore, Cottell put on the third goal, amidst loud cheers. An individual run and shot of Cooper's just missed the goal by a few inches. A period of mid-field play concluded in a foul for the "GLORY." The foul kick was sent back into goal, and the Navy forwards rushing the defence, it looked odds on another goal, which, however, did not come off. A mishap to Kerr stopped the game for a few moments. An exciting spell of pressure on Hickling's charge ensued matters up considerably. The "GLORY" supporters were much increased by a wrong off side decision against their side. Bunnar changed places with Kew at centre-half for a time, but this move did not improve matters. From the stand the game was difficult to follow, owing to the miserable climatic conditions. The Club were awarded a corner; Clark took the kick, but sent to the "GLORY," who rushed up the field only to be sent back to not on the defensive again. The Club were making a final effort, but too late. The whistle sounded with the scores—

"GLORY," 3 goals; H.K.F.C., 2.

There was not much to choose between the two teams. The "GLORY" suited their game to the weather conditions, and therefore won. For the winners, Milford, Crossman, and Morgan were most conspicuous; while Cooper was the outstanding man on the other side. The "GLORY" will play the winner of the "H. C." Sherwood Foresters v. 80th Co., R.A., in the second round.

This afternoon on the Happy Valley, the Hongkong Football Club will play a team of "Old Crooks," kick-off at 4.15 o'clock. The "Crooks" will play in white. The following will represent the "Old Crooks"—D. Wood, p. g.; H. Pinckney and Lieut. Doukin, R.N.I.; W. H. Howard, H. W. Looker, and A. Brooke-Smith, halves; A. E. Lowe, Dr. Atherton, H. Hancock, J. D. Daulty, and Comd. Kiddie, R.N., forwards.

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[208]

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[352]

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The *L*

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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager only, and special business matters to the Manager only.
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Hongkong, 29th December, 1902. [3470]

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Hongkong, 29th December, 1902. [3468]

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Hongkong, 27th December, 1902. [3466]

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Hongkong, 27th December, 1902. [3465]

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Captain Rebbelmann, will be despatched for the above ports on WEDNESDAY, the 31st inst., at 8 A.M.

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NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows:—

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PUBLIC COMPANIES

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, 4, Queen's Buildings, Victoria, in the Colony of Hongkong, THIS DAY (MONDAY), the 29th day of DECEMBER, 1902, at 12 NOON, for the purpose of considering and if thought fit passing the subjoined Special Resolution.

RESOLUTION.
That the Company be wound up voluntarily under the Provisions of the Companies Ordinance 1865 to 1899, and that the HONOURABLE CHARLES STEWART SHAFF, ALEXANDER GEORGE WOOD, and JOHN THOMAS MARYS WHEBLEY be appointed Liquidators of the said Company with liberty for each of them solely to exercise all the powers of the joint liquidators.

Dated this 29th day of December, 1902.
By Order of the Consulting Committee,
WILLIAM D. JUPP,
Acting Manager.

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, 38 and 40, Queen's Road Central, TO-MORROW (TUESDAY), the 30th day of December, 1902, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th November, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st instant, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 16th December, 1902. [3371]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that the remaining Call of Three Dollars per Share is now called up and is payable at the COMPANY'S OFFICE, No. 37, Connaught Road, on or before JANUARY 2nd, 1903.

On payment, Shareholders will be placed in their Scrips for endorsement by the Manager.

By Order,
J. W. KEW,
Manager.

Hongkong, 16th December, 1902. [3355]

EOTHEN MARK LODGE, No. 204.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL TO-DAY (MONDAY), the 29th DECEMBER, at 5 for 6.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd December, 1902. [3473]

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Hongkong, 17th October, 1902. [2776]

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Hongkong, 25th December, 1902. [3451]

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Hongkong, 2nd December, 1902. [3218]

INTIMATIONS

NOTICE

THE attention of the public is drawn to the provisions of the Stamp Amendment Ordinance 1902, whereby certain duties are increased, and it is recommended that at least a part of any stock of old forms be presented to the Stamp Office for surcharging before the 31st instant.
A copy of the new Schedule in force from the 1st JANUARY, 1903, can be seen at the Stamp Office.

A. M. THOMSON,
Treasurer, &c.
Hongkong, 22nd December, 1902. [3460]

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Apply to—
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Care of Comptroller,
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Hongkong, 5th December, 1902. [3261]

TO LET

TO LET.

BAHAR LODGE, the Peak.
For terms and particulars, apply to—
HUMPHREYS & STATE AND FINANCE CO., LD.
Hongkong, 7th October, 1902. [2673]

TO LET.

IN a good healthy locality, THREE ROOMS, BATHROOM and COOK-HOUSE, Rent Moderate.

Apply to—
X. R.,
Care of Daily Press Office.
Hongkong, 15th December, 1902. [3469]

TO LET.

A COMMODIOUS Six-roomed HOUSE in Conduit Road with Garden and Splendid View of the Harbour.

Apply to—**C. F. DE CARVALHO,**
14, Arbuthnot Road.
Hongkong, 14th November, 1902. [3029]

TO LET.

NO. 73, WINDHAM STREET.

Apply to—
S. A. SETH,
Dairy Farm Co.
Hongkong, 11th December, 1902. [3322]

TO LET.

NO. 33, LEIGHTON HILL ROAD. Double-frontage House.

Apply to—
AHMED RUMJAHN,
62, Queen's Road.
Hongkong, 27th September, 1902. [2576]

TO LET.

MEIRION No. 2, the Peak, 6 Rooms, House near the Flagstaff; from 15th October, 1902.

Apply to—
E. JONES HUGHES.
Hongkong, 7th October, 1902. [2679]

TO LET.

GODOWNS, paved with granite, at Wanchai, suitable for storage of Coal or any other dry Merchandise. With Pier.

Apply to—
HASON LEE,
255, Queen's Road.
Hongkong, 9th December, 1902. [3295]

TO LET.

HOUSE No. 6, MOSQUE JUNCTION (near Robinson Road), containing Four Rooms, Servants' Quarters, Kitchen and Bath-room.

Apply to—
J. D. BARROS,
No. 46, Elgin Street.
Hongkong, 26th November, 1902. [3148]

TO LET.

"WESTLEY," UPPER RICHMOND ROAD.

Apply to—
LAU CHU PAK,
Care of A. S. Wals & Co., Ltd.
Hongkong, 16th October, 1902. [2764]

TO LET.

NO. 3, "MAGDALEN TERRACE," MAGAZINE GAR.

Apply to—
SPANISH PROCURATION.
Hongkong, 1st April, 1902. [977]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD, Immediate Possession.

Apply to—
COMPTROLLER OFFICE,
Care of Messrs. W. G. Humphreys & Co.
Hongkong, 18th December, 1902. [3387]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.

Apply to—
G. GIRAULT.
Hongkong, 3rd January, 1902. [128]

TO LET.

A HOUSE at the PEAK, Partly FURNISHED, from 1st January until 30th June, 1903.

Apply to—
23, BONHAM ROAD, West Point.
Hongkong, 1st December, 1902. [3300]

TO LET.

SPACIOUS NEW HOUSES and FLATS, Connaught Road, Des Voeux Road and Pottinger Street. Close to Blakes Pier, Specially suitable for Offices, Stores, &c. Rents very moderate.

Apply to—
S. A. SETH,
Dairy Farm Co.;
or
KWONG SUN TAI,
34, Wing Lok Street.
Hongkong, 27th November, 1902. [3166]

TO LET.

"THE RETREAT," MOUNT KELTIE.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

NO. 1, RIFON TERRACE, GODOWNS at BOWWINGTON (PRAYA EAST).

GROUND FLOOR of No. 4, BLUE BUILDINGS.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 16th December, 1902. [71]

BOARD AND RESIDENCE.

EXCELLENT View of Harbour. Ten Minutes' walk from the Clock Tower.

Apply to—
"HADDINGTON HOUSE,"
Kennedy Road (Opposite Union Church).
Hongkong, 14

OCEAN STEAM SHIP COMPANY, LD.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"TELMACHUS"	On 6th January.	
GLASGOW and LIVERPOOL	"PERMETHEUS"	On 8th January.	
GLASGOW and LIVERPOOL	"PYRRHUS"	On 14th January.	
GLASGOW and LIVERPOOL	"DIOMED"	On 28th January.	

FOR	STEAMERS	TO	TO SAIL
LONDON	"PELEUS"	On 6th January.	
LONDON	"ANTENOR"	On 20th January.	
LONDON	"TELMACHUS"	On 3rd February.	
LONDON	"PERMETHEUS"	On 17th February.	
GENOA and LIVERPOOL	"TYDEUS"	On 20th January.	
LIVERPOOL DIRECT	"DARDANUS"	On 20th February.	
(Taking Cargo at London Rates)	"PYRRHUS"	On 21st February.	
MARSEILLES and ANTWERP			

Hongkong, 27th December, 1902. **BUTTERFIELD & SWIRE, AGENTS.** 11

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"PAKLING"	On 2nd January.	
GLASGOW and LIVERPOOL	"CHINGWO"	On 2nd February.	

FOR	STEAMERS	TO	TO SAIL
MARSEILLES, ANTWERP and AMSTERDAM	"OOPACK"	On 16th January.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	"PAKLING"	On 24th January.	

Hongkong, 27th December, 1902. **BUTTERFIELD & SWIRE, AGENTS.** 12

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	TO SAIL
NINGPO and SHANGHAI	"KANGAN"	On 29th December.	
SMITHSON and SHANGHAI	"KWEIYANG"	On 29th December.	

FOR	STEAMERS	TO	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 29th December.	

FOR	STEAMERS	TO	TO SAIL
SHANGHAI	"KANSU"	On 31st December.	
KOBE	"TAIYUAN"	On 31st December.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. See Special Advertisement. For Freight or Passage, apply to—

Hongkong, 27th December, 1902. **BUTTERFIELD & SWIRE, AGENTS.** 13

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila Direct.	On 2nd Jan., at Noon.
ZAFIRO	2540	R. Rodger	Manila Direct.	On 7th Jan., at Noon.
DIAMANTE	1980	A. H. Netley		
PERIA	1980	J. McGinty		

For Freight or Passage, apply to **SHEWAN, TOMES & CO., GENERAL MANAGERS.** 1902

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MANILA, KOBE, PORTLAND, OREGON AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAPUR"	4,899	W. C. Craven	January 14, 1903
"INDRAPUR"	4,899	A. E. Hollingsworth	February 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT. Hongkong, 9th December, 1902. 14

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"CROYDON"	1,600	W. C. Craven	About 25th Dec.
"MUGUL"	1,600	W. C. Craven	15th Jan.
"HINDUSTAN"	1,600	W. C. Craven	15th Jan.
"SHIMOSA"	1,600	W. C. Craven	To follow.

For Freight and further information, apply to **DODWELL & CO., LD., Agents.** Hongkong, 23rd December, 1902. 17

NIPPON YUSEN KAISHA.

FOR MANILA. The Company's Japanese Mail Steamship

"KUMANO MARU," 5,000 Tons, Captain E. W. Huxwell, will be despatched for the above port on THURSDAY, the 1st January, at 4 p.m.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to **A. S. MIHARA, Manager.** Hongkong, 23rd December, 1902. 18

"GLEN" LINE OF STEAMERS.

FOR LONDON. THE Steamship

"GLENLOCHY" Captain E. J. Stallard, will be despatched as above on MONDAY, the 5th January, 1903. For Freight, apply to **MCGREGOR BROS. & GOW.** Hongkong, 17th December, 1902. 19

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship "EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 9th January, 1903, at DAYLIGHT. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To ensure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to **GIBB, LIVINGSTON & CO., Agents.** Hongkong, 18th December, 1902. 20

VESSELS ON THE LEITH

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTU" leaves on 29th December.

"TAIYUAN" " " 20th January.

"TANAN" " " 16th February.

"CHANGSHA" " " 7th March.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS. CHINA NAVIGATION CO., LD. Hongkong, 8th December, 1902. 1981

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP. THE Steamship

"BENLOMOND," Captain Station, will be despatched as above on WEDNESDAY, the 1st inst.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO., Agents.** Hongkong, 22nd December, 1902. 1982

FOR SAN FRANCISCO, VIA SANTA ROSALIA (MEXICO).

THE Steamship

"VICTORIA," Captain Casey, will be despatched for the above ports on or about the 28th inst.

For Freight, &c., apply to **STEWART, TOMES & CO., Agents.** Hongkong, 17th December, 1902. 1983

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, GULF, CONTINENTAL, AUSTRALIAN AND SOUTH AFRICAN PORTS.

THE Steamship

"VALETTA," Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 3rd January, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to **E. A. HEWITT, Superintendent.** Hongkong, 22nd December, 1902. 1984

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to **DODWELL & CO., LIMITED, General Agents for China and Japan.** Hongkong, 4th August, 1897.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

KARL HEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE BREWERY LARGEST IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents. Hongkong, 25th July, 1902. 1901

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, KOREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.

WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY.

FOR THE FAR EAST FOR 1902.

THE FORTIETH ANNUAL ISSUE.

The CHRONICLE AND DIRECTORY, although printed in smaller type than formerly and condensed in every possible manner, contains every year more pages.

Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,374, \$9.00. Directory only pp. 1,172, \$5.00.

For further particulars, apply to **GIBB, LIVINGSTON & CO., Agents.** Hongkong, 18th December, 1902. 1985

NOTICES TO CONSIGNEES.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK. THE Company's Steamship

"INDEDEA" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m., today, the 23rd inst.

JARDINE, MATHESON & CO., Agents. Hongkong, 23rd December, 1902. 1942

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NINGHOW," are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at the consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undischarged after the 31st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 31st inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 24th December, 1902. 1943

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS HELENE," OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m., today, the 24th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after 31st December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 31st December, at 9.30 a.m.

All Claims must reach us before the 4th January, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents. Hongkong, 24th December, 1902. 1944

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

DAYLIGHT, British 4-m. barque, James Rodde. —Shin Iard Oil Co.

EVIE J. LAY, American barque, F. Carson. —Sander, Weller & Co.

LORETTA, Italian barque, A. M. Schiaffino. —Ordo.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alicia, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Hongkong.

Albion, battleship, 12,850 tons, 16 guns, Capt. Thomas H. M. Jarram, at Singapore.

Algerie, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Lowland, at Hongkong.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Weihai.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, at Penang.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Singapore.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Hongkong.

Brasils, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leake, Yangtze.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Theod. D. Pratt, Bangkok.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tador, at Hongkong.

Scylla, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Hongkong.

Esperanza, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Singapore.

Fame, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Cyril Asser, at Hongkong.

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, at Hongkong.

Firchard, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Hongkong.

Golfiah, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G., at Hongkong.

Handy, torpedo-boat destroyer, 290 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,400 h.p., Lieut. Comdr. G. C. Hardy, at Hongkong.

Hammer, sloop, 1,640 tons, Comdr. John D. Dainton, at Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.

Kinsale, river gunboat, 331 tons, Lieut. Comdr. G. B. Powell, on Yangtze.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, at Samshui.

Mutine, sloop, 980 tons, 10 guns, Comdr. C. W. M. Plenderleath, at Hongkong.

Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Richard W. White, at Hongkong.

Older, torpedo-boat destroyer, 350 tons, in reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Hongkong.

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangtze.

Rambler, surveying-ship, 543 tons, Capt. Morris H. Smyth, at Hongkong.

Rinsado, sloop, 880 tons, 6 guns, Comdr. D. S. Aubyn Wake, at Newchwang.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John P. Irvine, at Samshui.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Murray Macleod, at Samshui.

Saipa, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,500 h.p., in reserve.

Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, at Mita Bay.

Tamar, receiving ship, 4,600 tons, 6 guns, Comdr. Robinson, A.D.C., at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. W. D. Pollock, on Yangtze.

Twoed, gunboat, 362 tons, 3 guns, 200 h.p., at Ichang.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, 8 miles.

Waterloo, surveying-ship, 620 tons, 4 guns, 1,100 h.p., Lieut. Comdr. E. C. Hardy, at Hongkong.

Whiting, torpedo-boat destroyer, 391 tons, 6 guns, 5,900 h.p., Lieut. Comdr. H. L. Wells, at Hongkong.

Wivern, coast defence ship, armoured, 12,750 tons, 1,000 h.p., in reserve, at Hongkong.

